5: Crowder J-5 (1955-1961) 1962
MS37 Senegal MS37

648 that belongs to us, our occupation should be limited to those parts necessary for assuring the suppression of brigandage, the freedom of trade and the tranquillity of an industrious population.

The land cultivated by them will provide produce which will become the object of lucrative trade for the European, the only kind of work he can undertake in this climate.

648 641 161 160 563 By 1865 the colony of Senegal comprised 150,000 inhabitants of whom only some 15,000, living in the original French settlements of St. Louis and Gorée-Dakar, were French citizens. Indeed this number was not to increase noticeably until the end of the century, since the privileges granted to those Africans under French rule in 1848 were never extended to the interior. For whilst Faidherbe pursued a policy of assimilation in the main centres like St. Louis, Gorée and Dakar, he initiated the basis of a system of administration for what was to become the rest of modern Senegal and French black Africa as a whole that was distinctly non-assimilationist. The laws for the *sujets* or those who did not enjoy the rights of French citizens were particularly harsh. 167 They were not allowed to leave the colony, they had no right of meeting or association, 466 and they were subjected to the corvée or forced labour on the maintenance of roads. 653 To obtain this forced labour Faidherbe relied on the chiefs, 631 and indeed one of the main criticisms of him as an exponent of assimilationism is that he leaned so heavily on both the chiefs and Islam. The treaty made by Jauréguiberry (acting-Governor whilst Faidherbe was on leave in 1865) with Abdoul Boubaker of Toro was far removed from the principles of assimilation: 'Art. 2—The Toro will continue to administer itself according to its own laws, traditions and customs.'

The overthrow of the Second Empire and the establishment of the Third Republic in 1870 was to see lukewarm reaffirmation of principles of the revolution and a consequent return to assimilationist principles at least in the political field. 646 In 1871 Senegal regained her deputy. More

/190 cont./

511 Nevertheless, ingenuity and mutual helpfulness make up for
207 the poverty of the equipment, and if one comes across well over 10% of owners of radio sets, it is because in a number of cases the owner attaches his radio to the current which comes into the house of his immediate -- or distant -- neighbor.

364 A very serious inconvenience, as much from the point of
514 view of hygiene as from the point of view of comfort, results from the total absence of sanitary equipment. Without doubt, an enclosure on the parcel has its particular spot, but this little corner cannot serve everyone, and for those who are on the edge of the agglomeration it is the bush which serves as a comfort station; for the others whose parcel is located far from the outskirts it is the vacant land within Pikine. This state of affairs is unfortunate for many reasons: first of all, for a good many inhabitants it is a veritable expedition, in a word, to go to the toilet; one can imagine what this means for the old people or for the sick. Besides, it is unhealthy, and to get an idea of this it will suffice to go out one winter evening after a tornado and breathe this nauseous odor which the wind blows from the vacant land over the rest of the agglomeration (1).

[515] [653]

1. At the beginning of 1961 the public authorities undertook the construction of several groups of "showers" in 12 places. One can only wish for the extension of the anticipated program and its rapid completion.

511 In the districts, while all are not the owners of a
364 septic tank, the situation is better. Only 12% of the homes
354 are counted as not having either water, electricity, or w.c.,
312 12% have electricity in addition to w.c. without a water line in the concession, 21% have water and electricity, and the remainder, some 34%, have complete modern equipment.

[331] It should also be noted that the Office de l'Habitat no longer builds structures without a septic tank in its subdivisions.

/107 cont./

504 to the Thiès-Niger railroad. The Kayes-Kaolack route saves
[496] about 225 kilometers for the merchandise on the Kayes-Dakar journey, which is appreciable, considering the high cost of the railroad rates.

Exporters, and even importers, therefore have an interest in using the port of Kaolack.

To justify this interest, however, it was necessary: 1st,
[502] to put marker buoys on the Saloum; 2nd, to equip the port.

The buoying was completely redone in 1922; it is examined and repaired each year.

Modern facilities for the port are on the way to being realized.

504 New works at the port of Kaolack. The government of
653 the colony, after having made different studies concerning the arrangements at the port of Kaolack, opened a competition at the beginning of 1927, by means of which it called on the large public-works enterprises to submit proposals for the arrangements on the right bank of the Saloum River for a distance of 350 meters, with the view of enabling ocean-going vessels to load and unload their merchandise directly, without the aid of barges or tenders, and for the construction of a
[491] permanent bridge on the Saloum, about 200 meters long, intended to replace the Noirot bridge, located about two kilometers upstream from the port.

The plans of the Société de constructions Edmond Coignet, of Paris, which were classed No. 1 as being the most adequate for the requirements of commerce and as requiring the least expense, anticipate the following construction and arrangements:

504 A reinforced concrete landing, 350 meters /108/ long and eight meters wide, whose upstream end will be near the Chavanel wharf, and whose downstream end will extend 110 meters toward the present downstream landing of the Thiès-Niger railroad.

The bank of the new work will coincide with the frontage of the approach of the existing landing and in addition will be protected by reinforced concrete pilings every 30 meters.

The landing will be constructed to support a uniformly distributed load of 3,000 kilograms per square meter, as well

/109 cont./

491 line in addition to the normal traffic of pedestrians and vehicles.

653 The colony of Senegal, in concert with the Société Coignet, is currently preparing the agreement, which will be passed immediately and which will require three years for the landing, the embankments of the terrepleins, and the bridge.

The realization of the works and arrangements planned will be an interesting example of close co-operation between the government of the colony, the public works services, the [441] Kaolack Chambre de Commerce, and private enterprise.

433 To demonstrate the importance of the port of Kaolack, it is sufficient to put some figures before the eyes of the reader. One will get an idea of the growth of the commercial movement that the privileged location of Kaolack on the river enabled one to foresee 15 years ago.

433 505 In 1905, Kaolack was still a small, insignificant village. Foundiougne was the great port of the Saloum. But Kaolack was the outlet for an entire hinterland much larger; it was the access route of the products from Baol and Haut-Saloum /Upper Saloum/; finally, it was the natural port for the Sudan. Its approach, 120 kilometers from the ocean and made difficult by the passage of the Sangomar channel and [502] the sandbanks of the river, has been facilitated by the buoys. Running aground has become much rarer. Piloting, however, is obligatory.

496 433 Railroads. The railroad from Thiès to Niger, /110/ extended by a branch of 22 kilometers, which starts at Guinguinéo and ends at Kaolack, brought out the full importance of the latter point as the lands located near the railroad were improved. This development will take several years. It is steadily and fully progressing today. Like all railroad lines, the artery of the Thiès-Niger breathes life into formerly deserted regions, which are now being populated and opened for colonization.

618 509 Undoubtedly Kaolack benefited from the non-application of the Franco-British pact of April 8, 1904. As is known,

/129 cont./

312 The native digs wells. But potable water is sometimes reached at great depths. As a result, the wells that are not shored up collapse, or, even if shored up with wooden boards, landslides are produced. The wells are choked up, and it is necessary to do the work over again.

312 653 In 1904, Captain Friry of the Engineers was put in charge of the study of this problem. This officer made numerous soundings, dug experimental wells, and adopted a system of reinforced concrete tubes built gradually as the hole was deepened, which assured both great safety and great rapidity in the work. A movable shaft, with a diameter slightly smaller than that of the well, makes it possible to isolate, in the layer of aquiferous sand, a volume of water sufficient for drawing.

/130/ Captain Friry dug a certain number of them. He trained well-digging teams. They consisted of European and native personnel. The undertaking was tediously long, because it was sometimes a matter of going 70 to 80 meters deep. At times it was necessary in the end to go through a very thick layer of white and compact clay before reaching the water; it is true that the water rose very high in the well, but the work had to be abandoned in several places, the work becoming impossible at a depth of about 80 meters due to the lack of ventilation equipment. There was also the disagreeable surprise of coming upon a pocket of salt water.

In order to avoid these inconveniences, the natives were urged to dig wells without masonry wherever they could, and a promise was made to them that a reinforced concrete well would be built for them next to their own well whenever they found a good supply of water at an acceptable depth.

This promise, made in 1905, was not kept.

[474] [654] Fortunately, the Société de Prévoyance, created two years later, was able to include in its program as early as 1910-1911 the construction of reinforced concrete wells by the Friry system. A public works supervisor, M. Denis, who had worked under the direction of Captain Friry, was hired for this task under the direction of the administrator.

/130 cont./

312 653 Thus, in the past 15 years, many wells have been dug in Sine-Saloum.

In 1928, 600 reinforced concrete wells and about 400 native wells were counted in the circle. About 10 or 15 wells are completed each year, and as many are mended, repaired, or put in good order. The expenditures are sometimes great, considering that a reinforced concrete well 70 meters deep comes close to 20,000 francs at the present time. There is [463] one or two well-digging experts per canton, who make up their own teams. We thus have there about 30 natives perfectly informed about this work. Sine-Saloum has loaned [648] head well-diggers to the neighboring colonies, especially to Mauritania. The governments there have been very satisfied.

Should the policy of the wells be continued? It /Pl. III appears here/ /131/ has produced results. It has permitted going to what is most pressing. In the villages in the bush, it is the wells that for a long time yet will supply the inhabitant and the herds. In the cities there is the problem of bringing in water. Dakar has been considering this since 1903. Wells have been drilled everywhere in the peninsula of Cape Verde. Potable water has been found in the subsoil, but, until very recently, the quantity was barely sufficient for the needs of the city and the port. Today, the catchment centers at Point B give an abundance of water. It was after the mission of Dr. Moineau that drilling points in the vicinity of large agglomerations, such as Dakar, Thiès, Rufisque, Diourbel, and Kaolack, were proposed by this water-diviner.

For Kaolack, not one attempt has been made by the government of Senegal to verify the hypotheses of Dr. Moineau.

But it has called upon a mining engineer, M. Boyer, to undertake surveys to search it for subterranean waters that could be collected.

This engineer began his investigations at Gossas in Sine-Saloum. They were crowned with success in 1927, with water caught at a depth of 195 meters gushing from the soil; the bringing in of water has begun; the problem appears solved for this trade center.

/131 cont./

312 653 For Kaolack, M. Boyer found water at a depth of 95 meters. Moreover, the municipality of this city had also made investigations whose results were interesting. Excellent water was found at a depth of only 15 meters, with a volume of about 500 cubic meters per day. This quantity is not enough to supply the city of Kaolack. It is necessary to find 1,000 cubic meters, and this is what the government of Senegal and the mixed commune are working on.

/132/

Conclusion

433 Twenty years ago M. Camille Guy, then governor of Senegal, wrote in a study of Sine-Saloum: "There is no doubt but that Sine-Saloum is a rich country which could produce much more than it produces, that ten years ago it entered an era of prosperity which is accentuated year by year, and that, at the expense of the picturesque and original, it has become a region of Senegal for which the future is full of promises, some of which are now on the way to realization and others are incalculable" (1).

1. Cf. La Géographie, 1908. "Le Sine-Saloum," by M. Camille Guy.

The facts have confirmed this appraisal. In fact, in the economic realm, the results reached the forecasts of the most optimistic. The agricultural, commercial, and even industrial development can only be accentuated in the near future. Aided by official business advisors and by the local administrative bodies, the high administration has grasped the importance of the region and the value of the port of Kaolack. The sacrifices authorized by public finances have already borne fruit. They can only accelerate the economic progress of the region as soon as the program of works planned and at present underway is accomplished.